

IN THE DRAWINGS:

Examiner's permission is respectfully requested to  
amend Fig. 14 by replacing the reference numeral "250"  
pointing to the block "DATABASE" with reference numeral 258 as  
5 indicated by the red ink in the marked up drawing sheet.

IN THE SPECIFICATION:

Please amend the Specification as follows:

Replace the paragraph on page 14, between line 3 and line 21,  
with:

10 A port facility can contain a plurality of charging  
facilities 169 (shown in Figs. 6 and 8) that are used to  
recharge the batteries of electrical vehicles. Typically  
battery/charging systems for electrical vehicles have a  
characteristic as shown in the SOC versus time graph 210 as  
15 shown in Fig. 11. Between points 212 and 214 on the graph,  
the charging of the battery is essentially linear. Between  
points 214 and 216, the charging of the battery approaches  
100% charge exponentially and therefore the amount of charge  
obtained per unit time decreases. By allocating vehicles with  
20 a higher state of charge to users, instead of merely  
allocating vehicles with a sufficient charge for the users  
requested use, the vehicles within a central facility will  
tend to be used before the charge point 214 on the graph is  
reached. By charging vehicles in the linear region between  
25 points 212 and 214, more effective use of the charging

APPROVED	O.G. FIG.
BY	M. J. H. S. B. C. L. A. S. S. (650.812.1300)
DRAFTSMAN	Inventors: Hiroshi Murakami, et al.
	Application No.: 09/348,852



For: **SHARED VEHICLE SYSTEM AND METHOD WITH VEHICLE RELOCATION**  
 Filed: July 7, 1999  
 Attorney Docket No.: 22845-041  
 sheet 1 of 12 sheets

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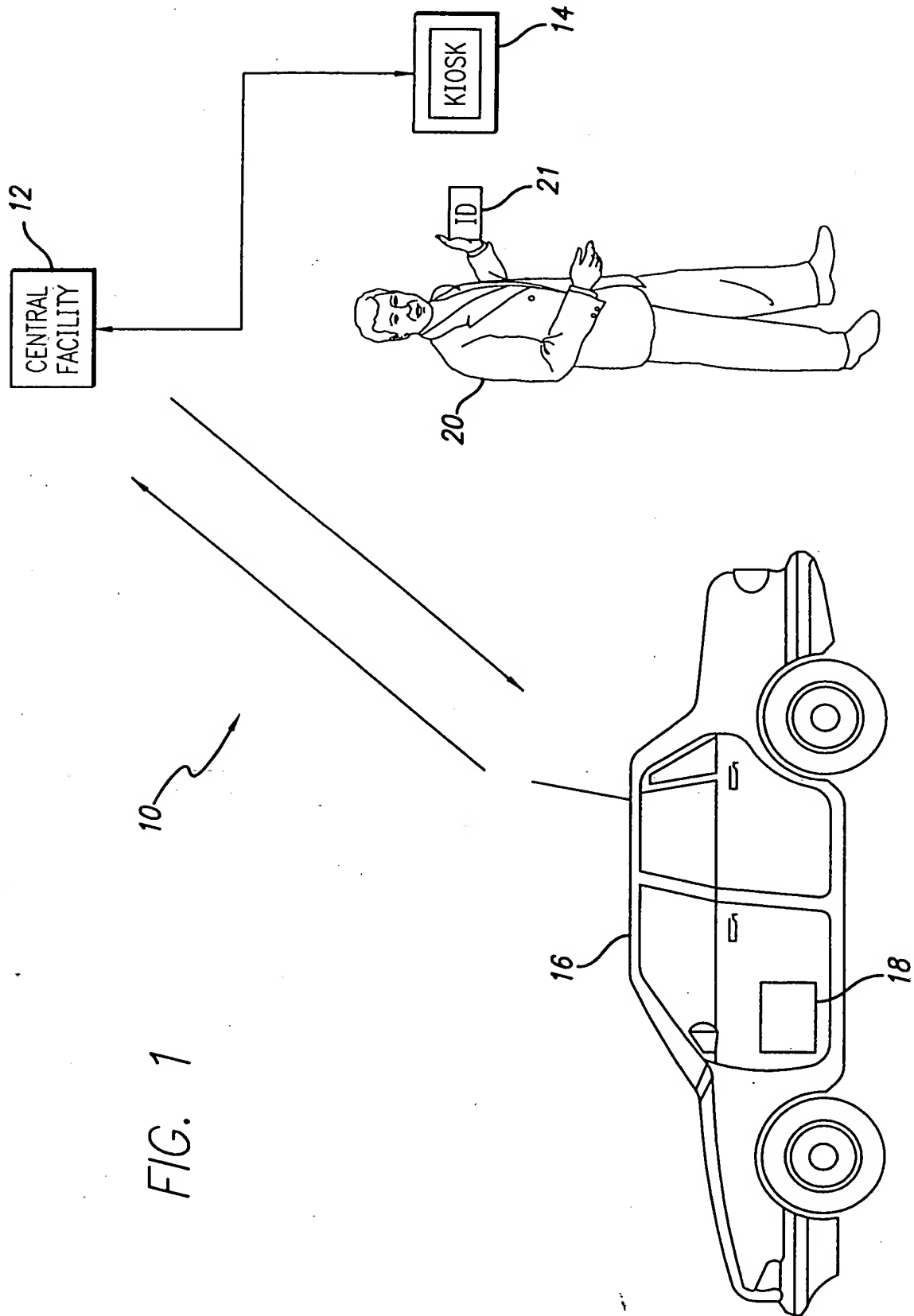
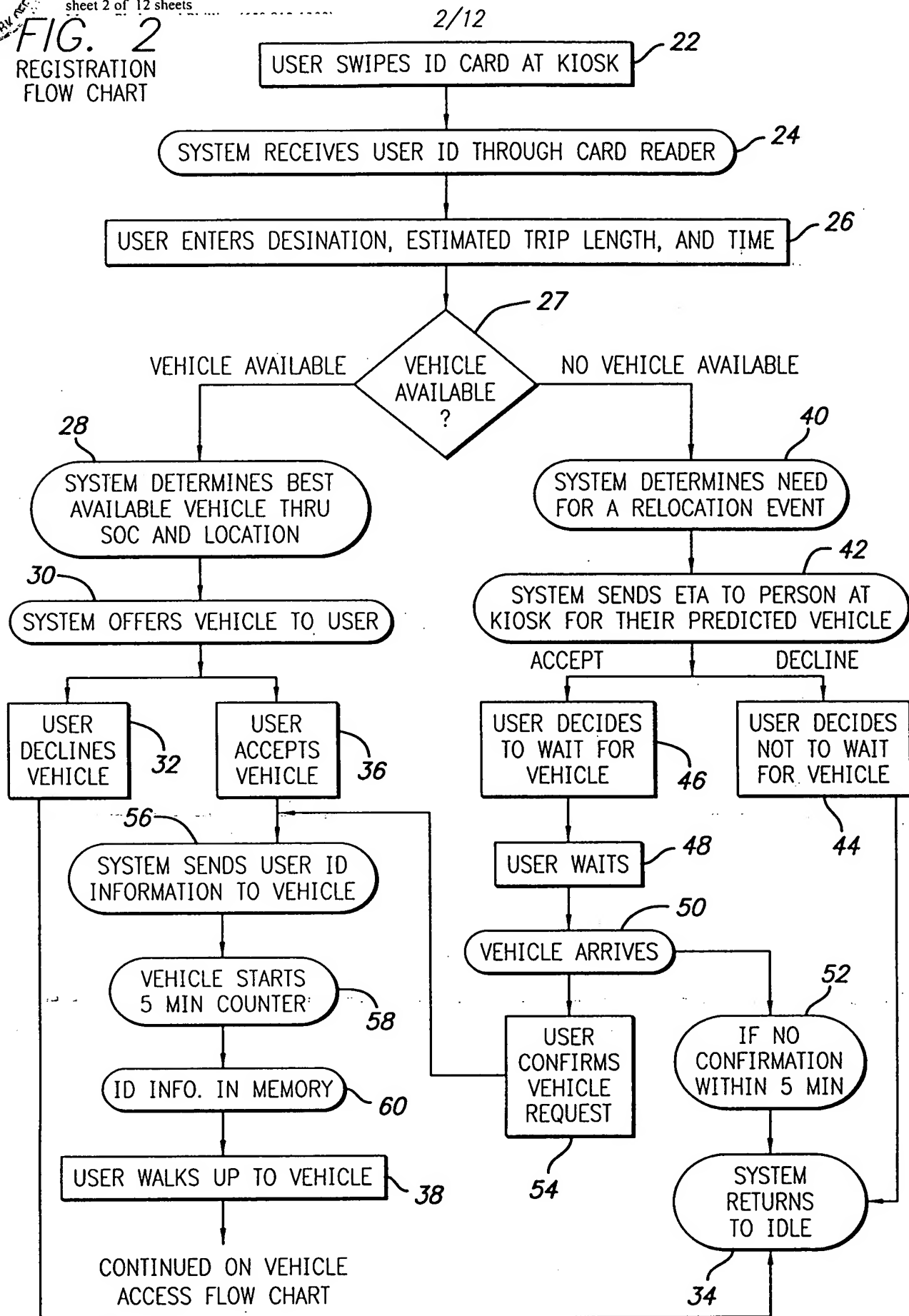


FIG. 1

FIG. 2  
REGISTRATION  
FLOW CHART



CONTINUED FROM REGISTRATION FLOW CHART

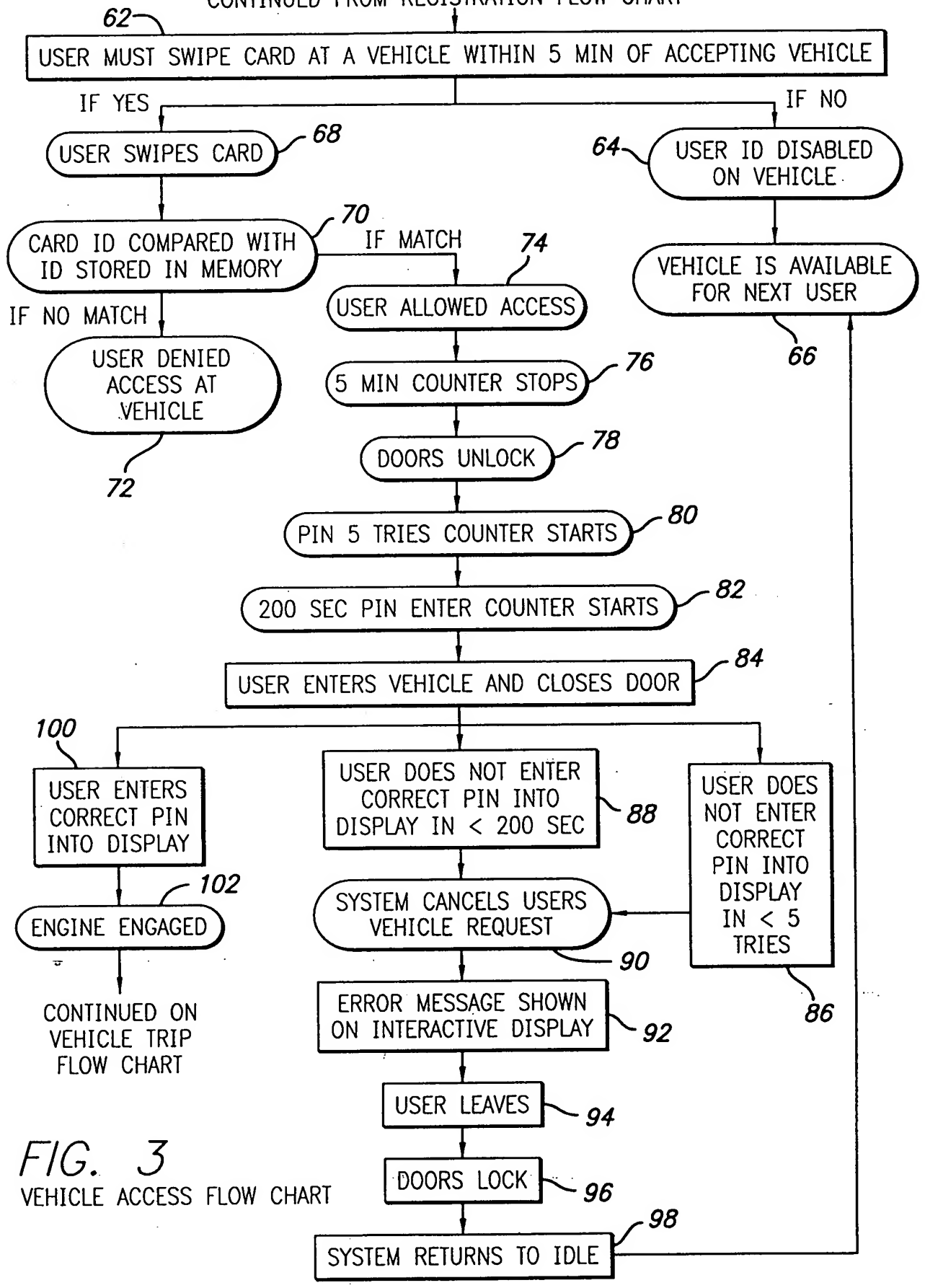


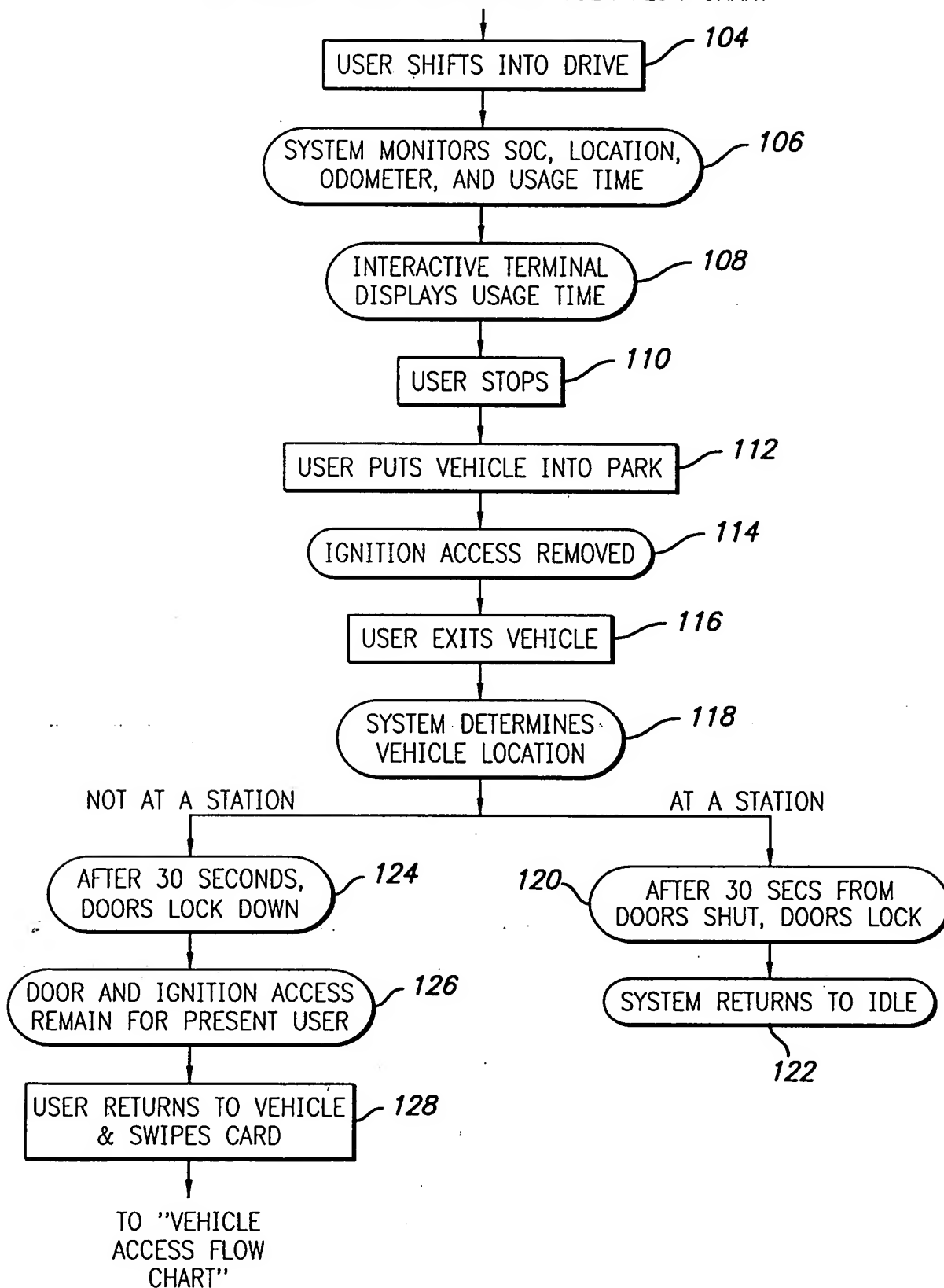
FIG. 3  
VEHICLE ACCESS FLOW CHART

FIG. 4

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VEHICLE TRIP FLOW CHART

CONTINUED FROM SYSTEM AND USER FLOW CHART



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FIG. 5

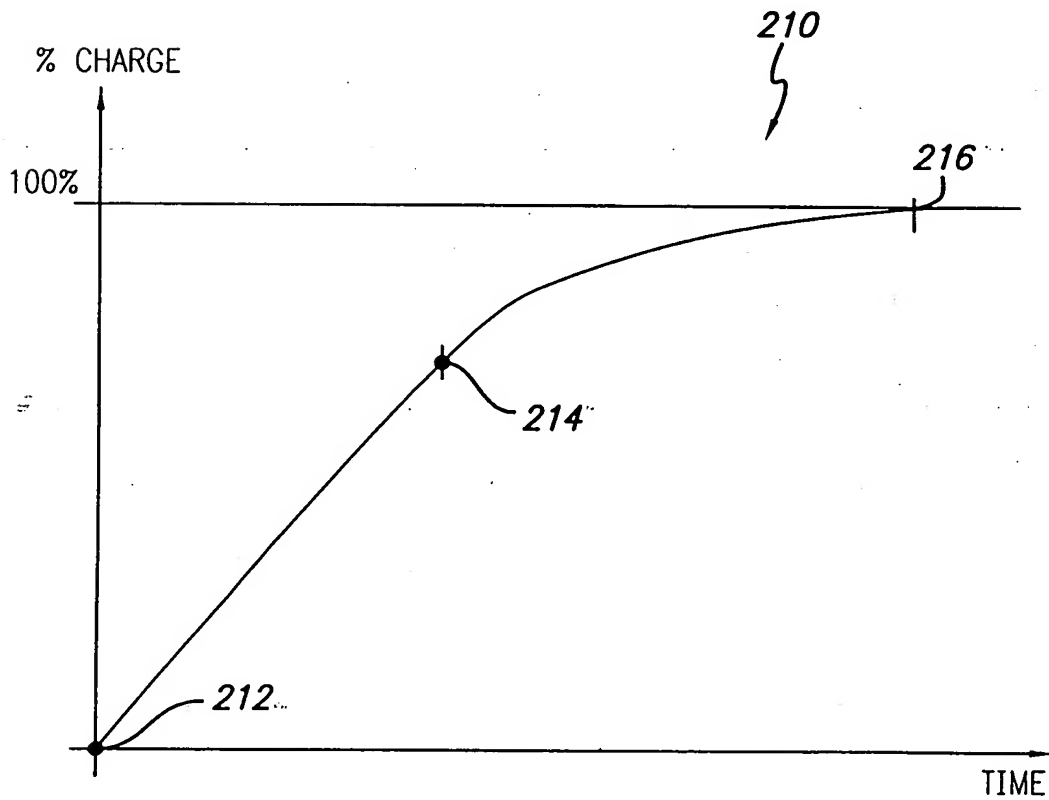
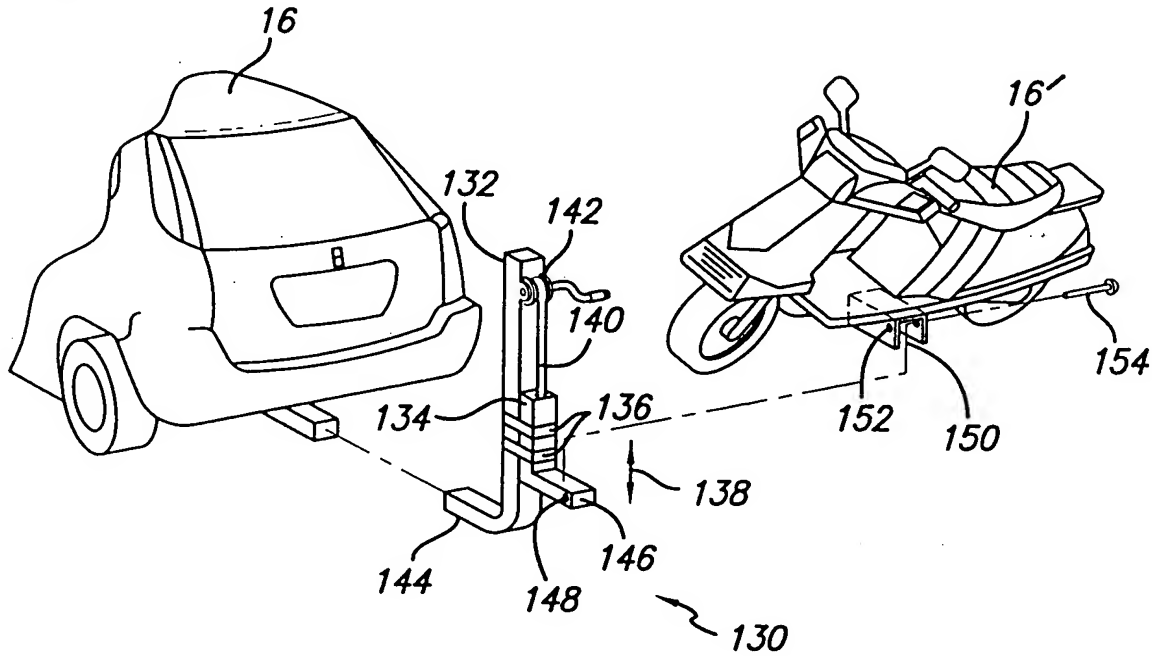
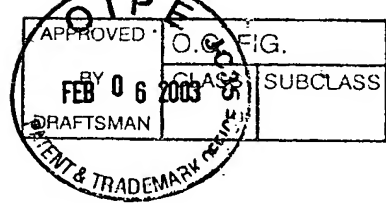


FIG. 11



Manatt Phelps and Phillips (650.812.1300)  
 Inventors: Hiroshi Murakami, et al.  
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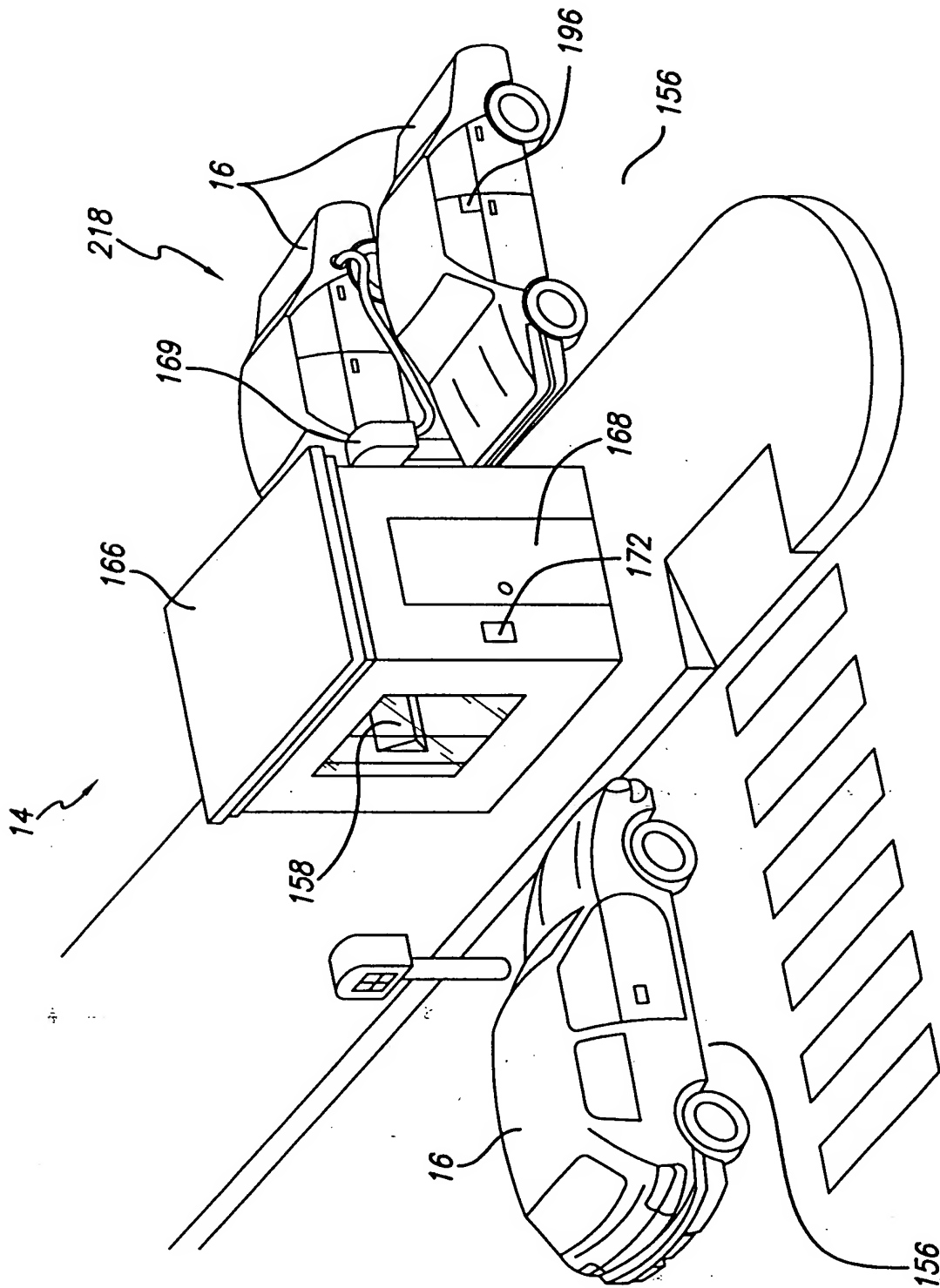


FIG. 6

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FIG. 7

PORT FACILITY

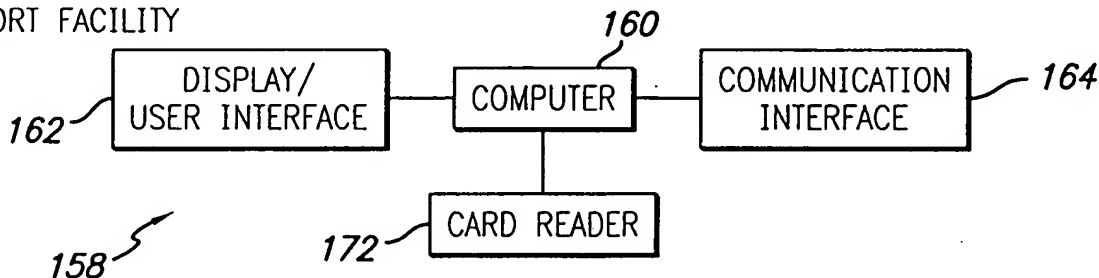


FIG. 9  
CENTRAL FACILITY

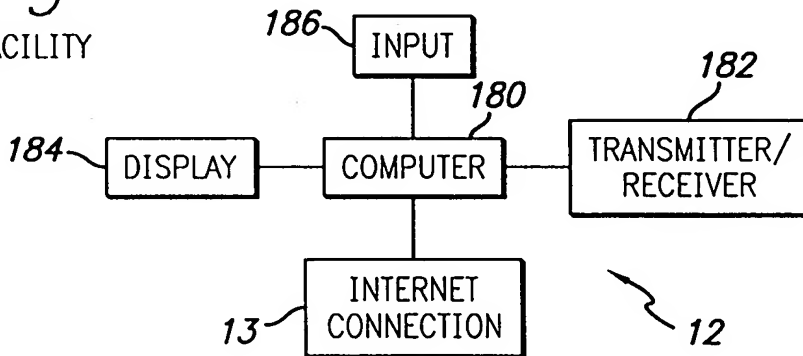
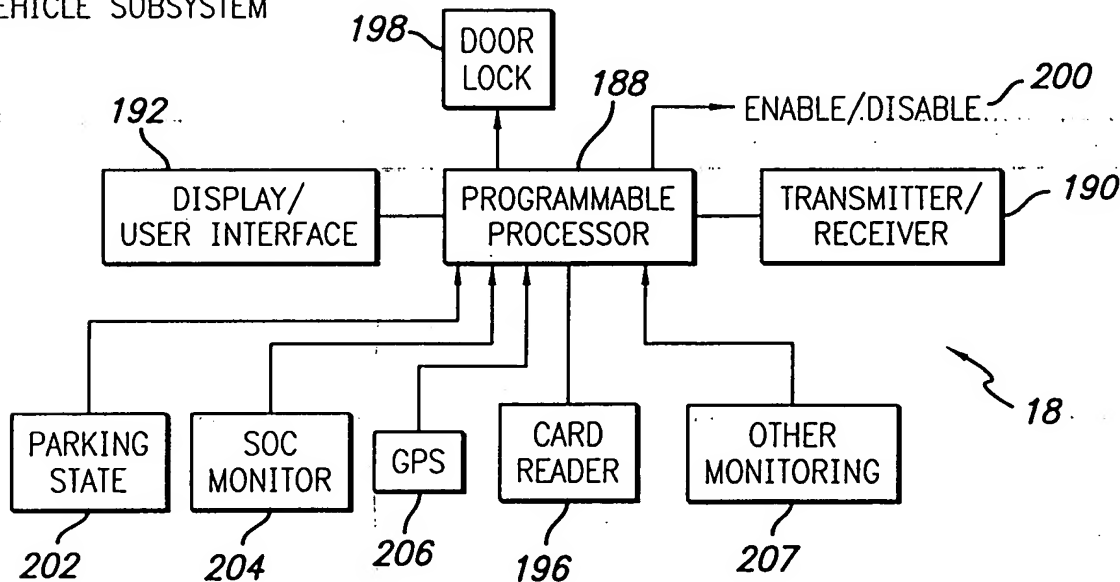


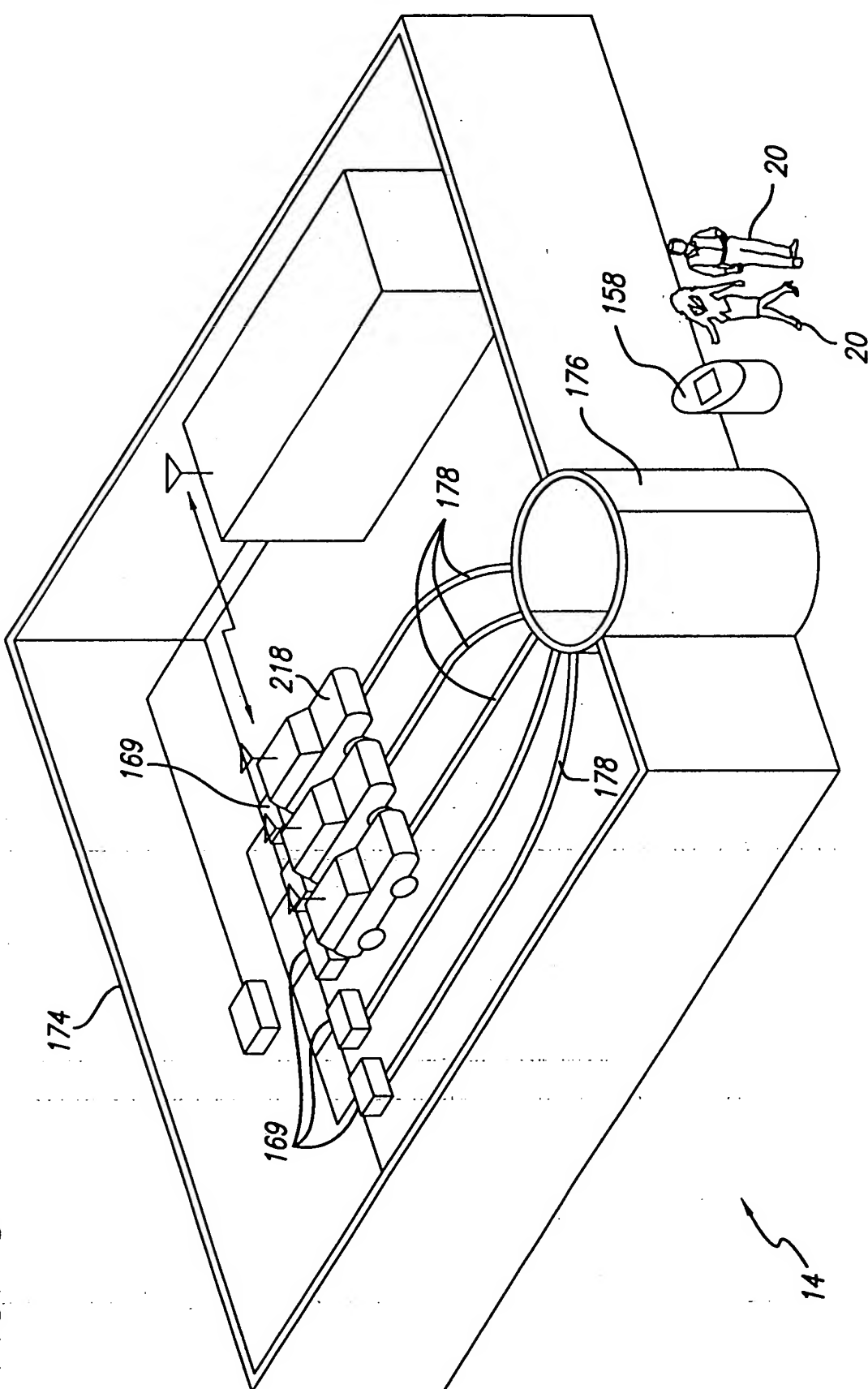
FIG. 10  
VEHICLE SUBSYSTEM





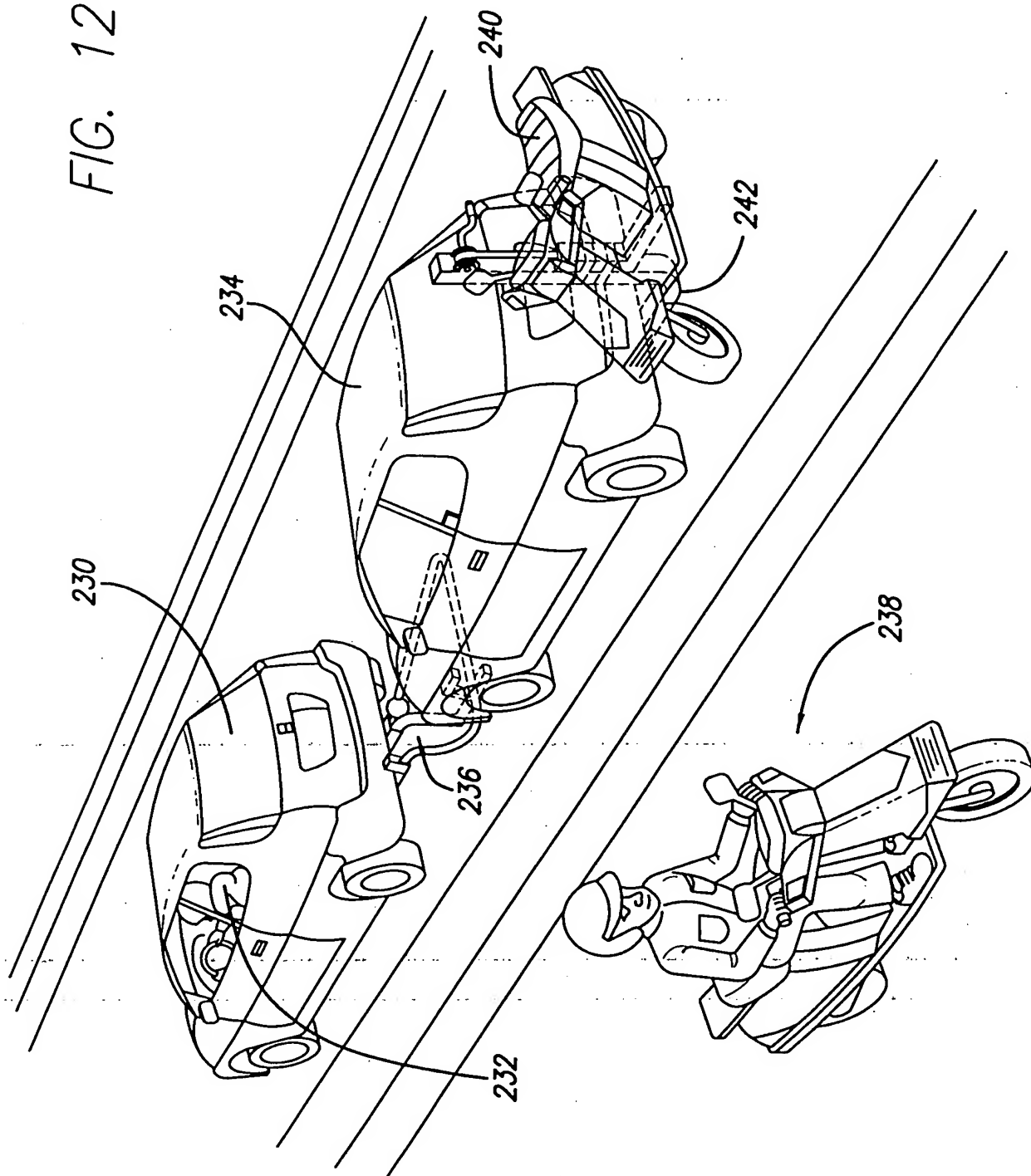
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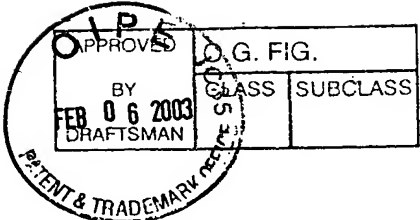
FIG. 8



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FIG. 12





Phelps and Phillips (650.812.1300)  
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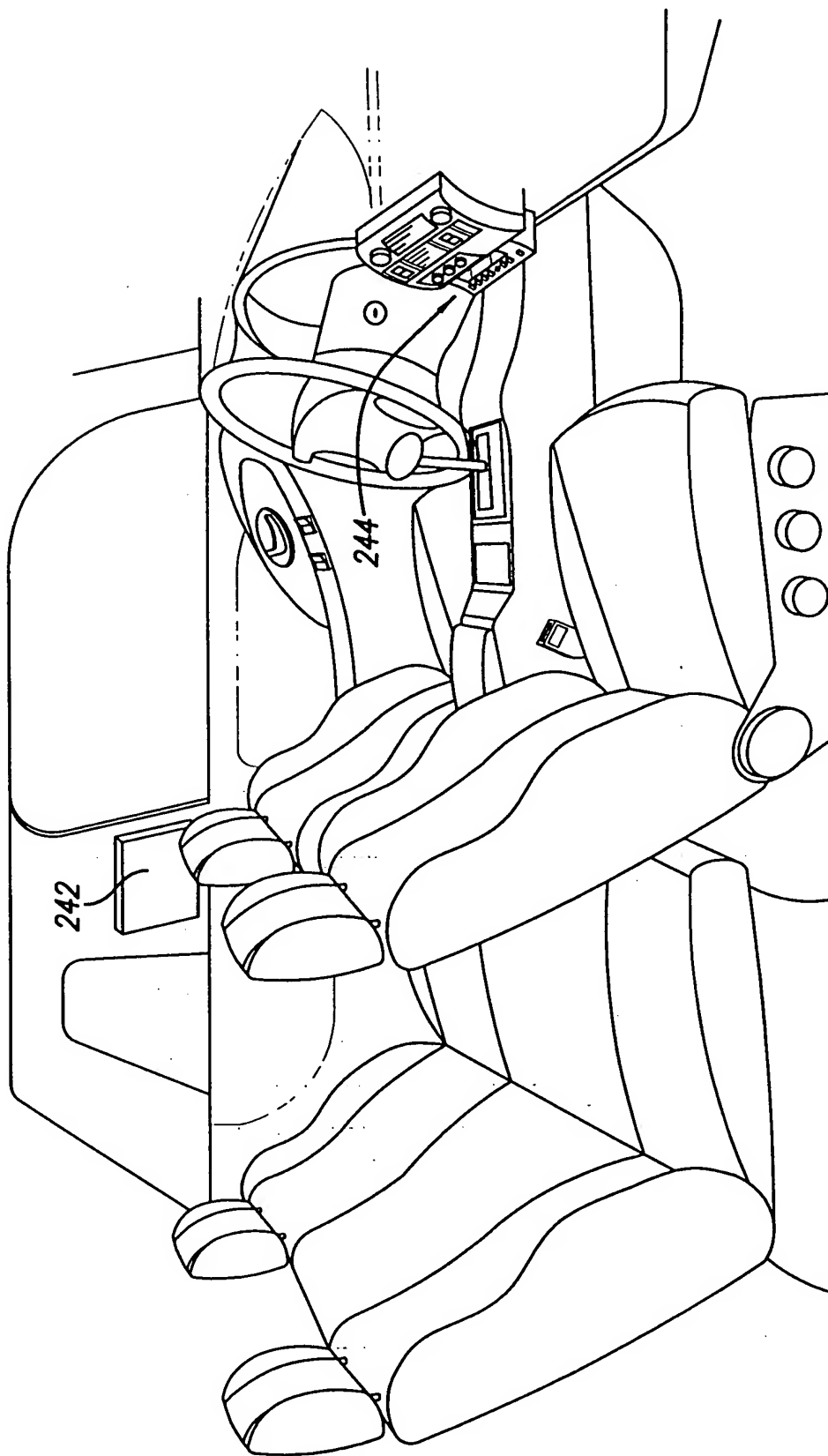


FIG. 13

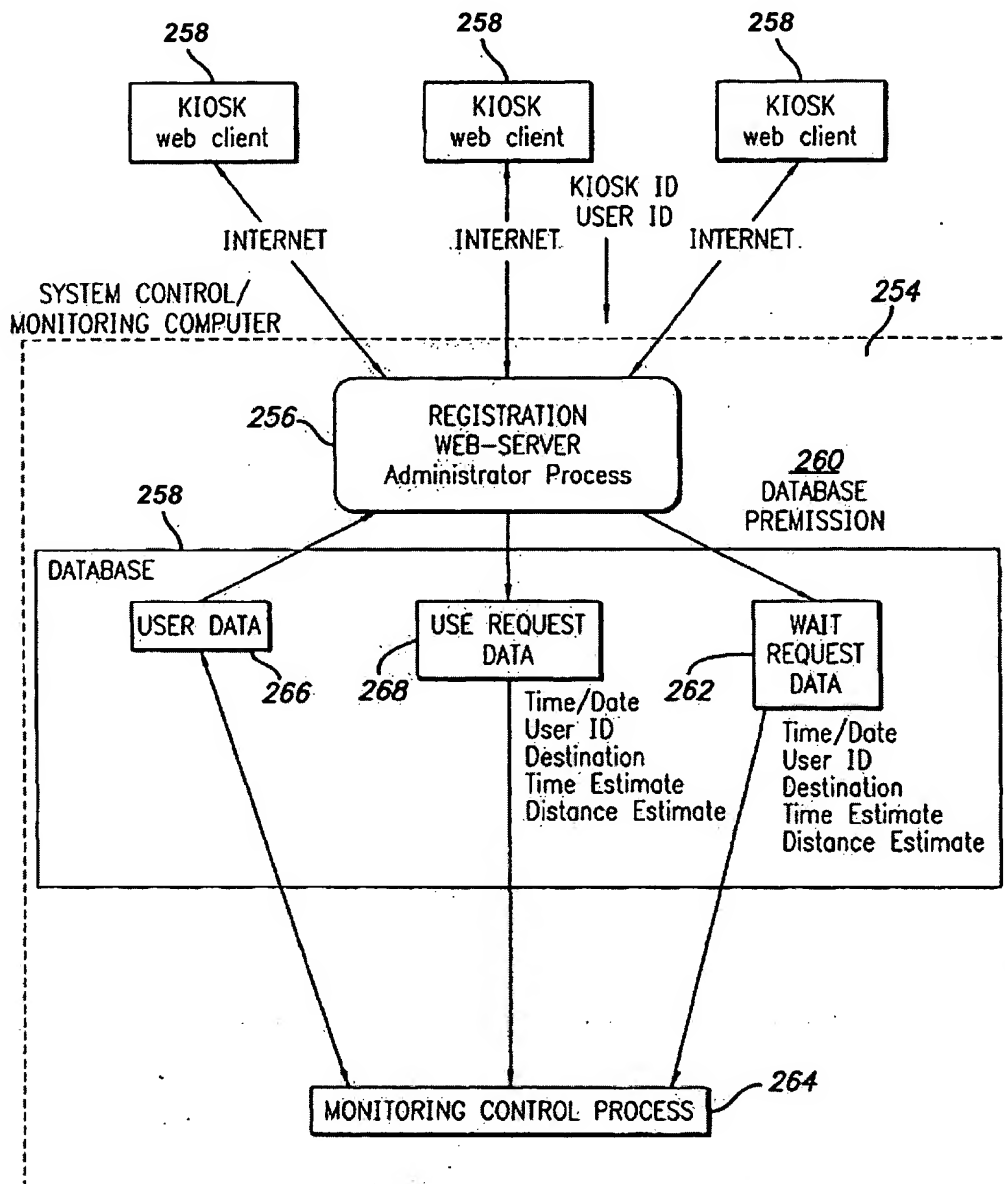


FIG. 14

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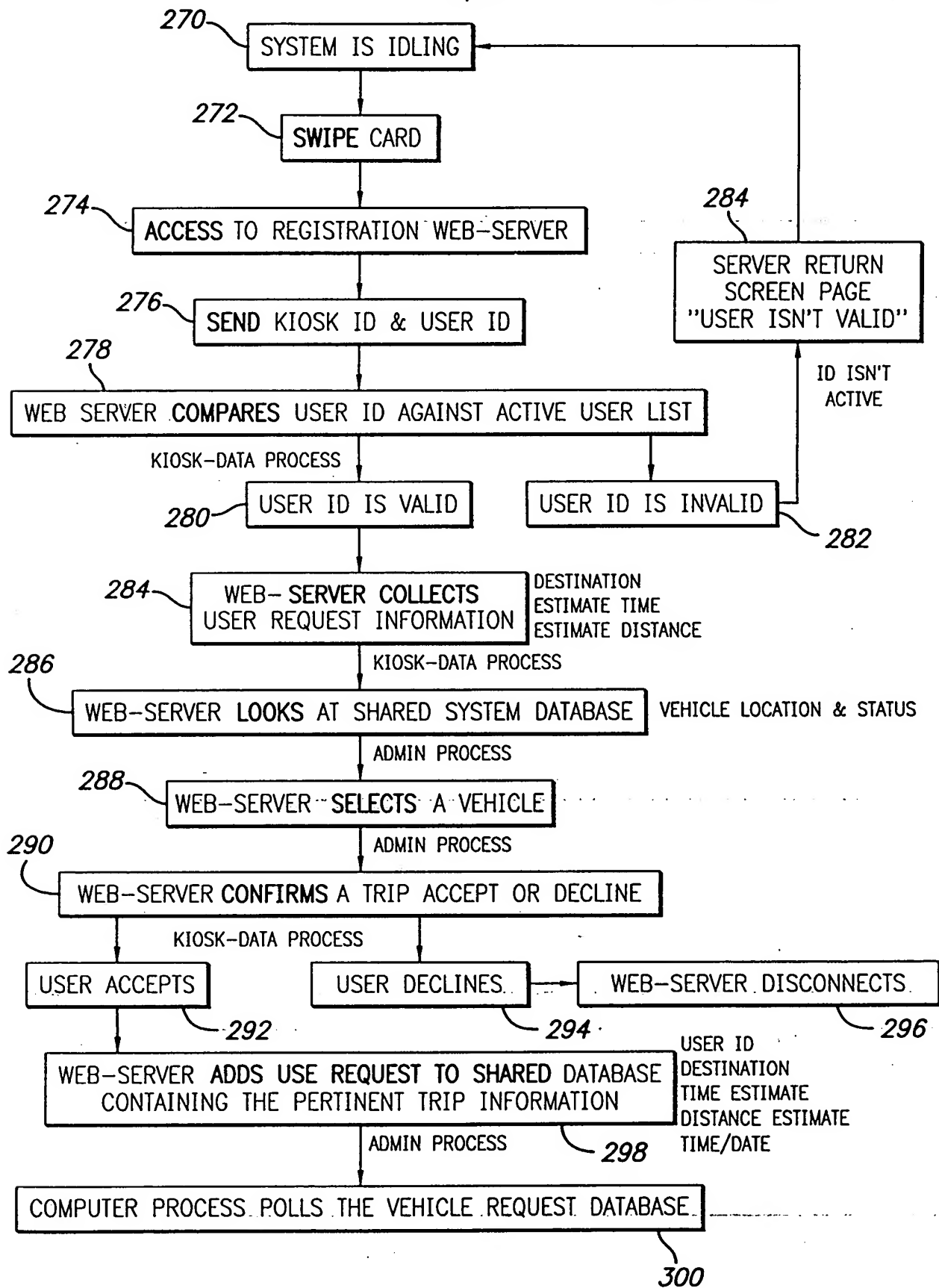


FIG. 15



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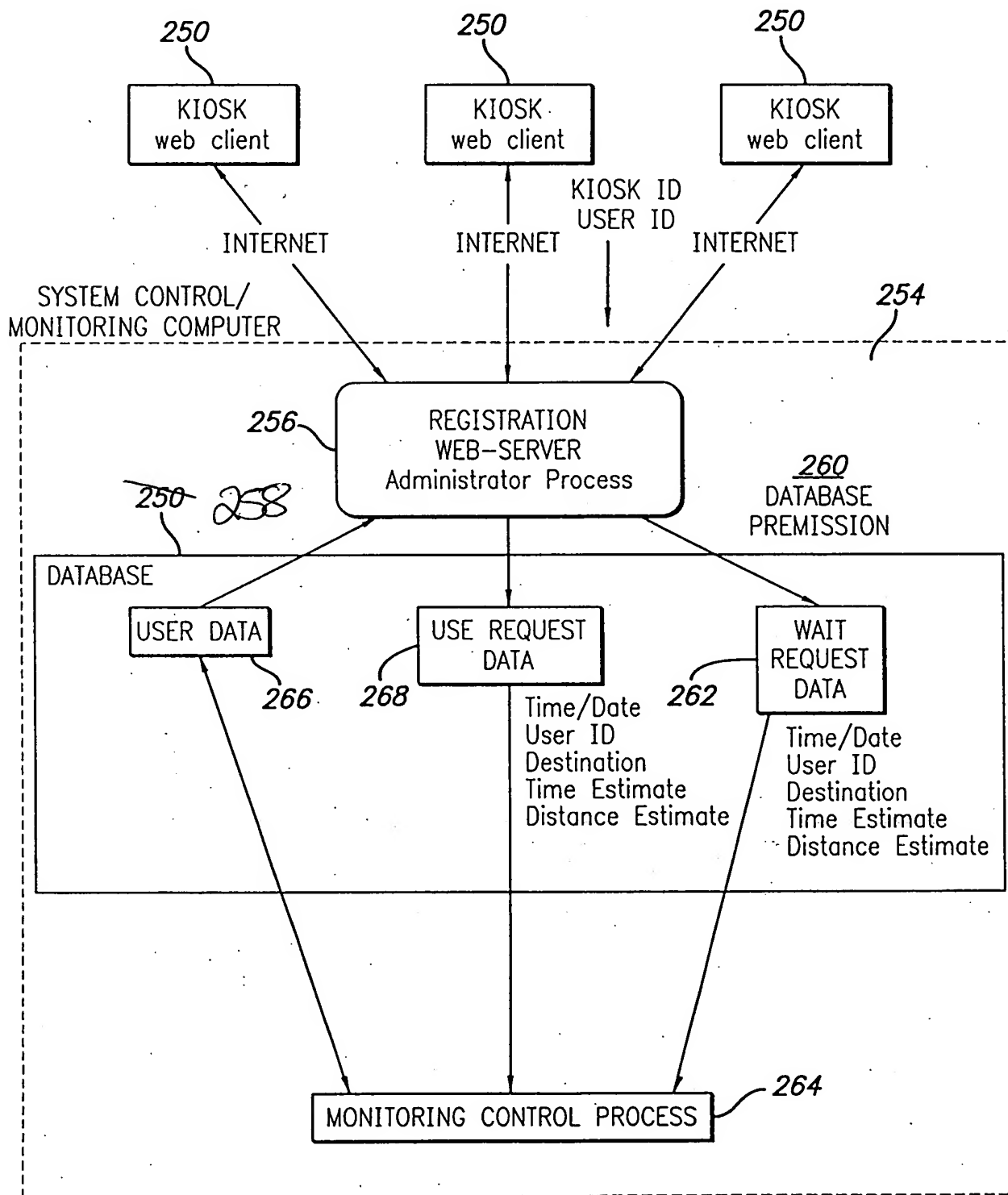


FIG. 14